

Today's Advertisements.

THEATRE ROYAL.

MESSRS. DALLAS & MUSGRAVE'S
DRAMATIC COMPANY.

TO-NIGHT! TO-NIGHT!
By Special Request
MARTY METFORD'S FUNNIEST OF
ALL FUNNY FARCIAL
COMEDIES.
"TURNED UP."

THURSDAY NIGHT! the 6th July.
GRAND PRODUCTION
OF
DION BOUCAULT'S ROMANTIC
IRISH DRAMA.
"CONN THE SHAUGHRAUN."

FRIDAY NIGHT, July 7th.
LAST NIGHT OF THE SEASON!
GRAND COMPLIMENTARY BENEFIT
tendered to
MESSRS. HENRY DALLAS AND KENJON
MUSGRAVE.
SPECIAL ATTRACTION:
MONSTER PROGRAMME!

NOTE.—A Special Train will run a quarter
of an hour after fall of curtain each Evening.

PRICES.—\$3, \$2 & \$1.

Soldiers and Sailors in uniform Half Price
to Back Seats only.
PLAN now OPEN at ROBINSON PIANO
WAREHOUSE.

Doors OPEN at 8.15. Overture at 9.15.

W. H. BROWN,
Business Manager.

Hongkong, 5th July, 1899. [833a]

THE HONGKONG AND WHAMPOA
DOCK COMPANY LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the HONGKONG AND WHAMPOA DOCK CO.,
LTD., will be held at the OFFICE of the Com-
pany, Queen's Buildings, Victoria, in the Colony
of Hongkong, on WEDNESDAY, the 10th
day of July, 1899, at 3 o'clock in the afternoon,
where the Subjuncted Resolution which was
passed at the Extraordinary General Meeting
of the Company held on the 3rd day of July,
1899, (being an amendment of the Resolution
originally proposed at such Meeting) will be
submitted for confirmation as a SPECIAL RESOLUTION, viz.:

- 1.—That the Memorandum and Articles of Association submitted to this Meeting be and the same are hereby approved with the following alterations and amendments:
- 2.—With the words "in Hongkong and elsewhere" inserted in clause 3 section (a) line 1 of the said Memorandum of Association between the words "to carry on" and the words "the business of"
- 3.—With the number 5 placed before the last clause in the said Memorandum of Association beginning "the Capital of the Company" and with the latter portion of such clause, beginning with the words "with power to divide" down to the end of the clause eliminated.
- 4.—With the words "at the General Meeting resolving upon the creation thereof shall direct and if no direction be given" inserted in Article Number 37 line 2 of the said Articles of Association between the words "annexed thereto" and the words "as the Directors shall determine."
- 5.—With the words "(if any)" inserted between the words "sums" and "as" and the words "in General Meeting" inserted between the words "the Company" and "may" in Article Number 74 line 3 of the said Articles of Association.
- 6.—With all the words after the word "shall" in line 1 of Article Number 109 of the said Articles of Association eliminated down to the end of the Article and with the following words inserted instead thereof "three days at least previously to the meeting be served on the registered holders of shares in the manner in which notices are hereinafter directed to be served."

And that pursuant to the Provisions of the Companies (Memorandum of Association) Ordinance 1890 the form of the Company's Constitution be altered by substituting such Memorandum of Association with the extended objects as therein set forth (after making the before mentioned alterations therein) as such Articles of Association (after making the before mentioned alterations therein) for the Company's Deed of Settlement dated the 29th of August, 1893, and for all Regulations of the Company's subsequently made and now in force and that the Directors be authorized to apply to the Court to confirm this RESOLUTION under the said Ordinance.

Dated the 5th day of July, 1899.

By Order of the Board.

T. I. ROSE, Secretary.

Queen's Building, Victoria, Hongkong, [875a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

The Company's Steamship.

HAICHING.

Captain Hodgins will be despatched for the above Ports, TO-MORROW, the 6th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAURA & Co., General Managers.

Hongkong, 5th July, 1899. [860a]

TOYO KISEN KAISHA

NOTICE

FROM SAN FRANCISCO AND SHANGHAI.

CONSIGNEES OF CARGO per Steamship "ATZEC."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from the ship.

Cargo impounding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Y. VAN DER WERF, General Agent.

Hongkong, 5th July, 1899. [161a]

Today's Advertisement.

NIPPON YUSEN KAISHA
NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship.

"HITACHI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before noon TO-DAY.

Goods not cleared by the 12th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on TUESDAY, the 11th instant, and SATURDAY, the 15th instant, both days at 10 A.M.

All claims must reach the undersigned before the 15th instant, or they will not be recognised. No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 5th July, 1899. [876a]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS BRANDIES.

Per Doz.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18.00

B.—Superior Very Old Cognac Red Capsule - - - - - 21.00

C.—Very Old Liqueur Cognac - - - - - 24.00

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - 36.00

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1892 Vintage - - - - - 48.00

All our Brandy is guaranteed to be PURE COGNAC, the difference in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 5, 1899.

REUTER'S TELEGRAMS.

THE RIOTS IN SPAIN.

LONDON, July 3rd.

The rioters in Valencia have barricaded the streets and fierce fighting has taken place; the troops firing volleys. The tension is causing a complete stoppage to business.

THE TRANSVAAL.

There is great destitution in Johannesburg. A green book published at Pretoria shows that the Transvaal has in a series of despatches repudiated the suzerainty of Great Britain.

WEATHER REPORT.

The Observatory report says:—On the 5th 11.55 a.m. The barometer continues to fall slowly on the China coast. The typhoon appears to be situated to the East of Formosa, and moving slowly towards N.W. Gradients slight, but increasing, for N.E. to N.W. winds on the China coast. FORECAST:—Moderate N.W. to S.W. winds; fine.

LOCAL AND GENERAL.

LRUNG YEUNO, a coolie, was this morning sentenced at the Magistracy to 6 months' hard labour for entering a dwelling house, breaking open a locked box and stealing clothing valued at \$40.

YESTERDAY afternoon the Land Investment Company bought Kowloon Inland Lot No. 59 for \$55,000, the upset price being \$18,000. The lot comprises 31,600 square feet and the annual rent is \$168. The land is situated at Repulse Bay at the back of the Wharf and Godown Company's premises.

We take the following from a home paper:—A telegram from Manila states that a million dollars have been sent to the Philippines for the American troops. The action in the Philippines is now changing, and Uncle Sam has got to prove himself a much more dangerous foe than the Filipinos. It is a case of bluff and bluster.

An effort is being made by the Police Authorities at Shanghai to drill a small batch of Chinese constables, in foreign fashion. Accordingly about fifty of the uniformed coolies are now hobbling around in English boots and Indian puttees, learning the mysteries of English drill, and a very comical figure they present. Whether any good results will come of it all we doubt, but to us it seems a great waste of energy and labour thrown away.

ABOUT 11 o'clock on Tuesday night whilst a Japanese steam-launch was towing a passenger barge and three native house-boats from Soochow to Shanghai, a heavy squall capsized the middle house-boat which contained nine passengers who were thus imprisoned in the upturned boat. It took an hour and a half to right the boat when one of the occupants was found to be dead, and the others were in a somewhat exhausted condition being confined so long in the limited air space.

It is reported from Wuchang that the magazine rifle factory built in the city by Viceroys Chang Chi-tung is at present working at its utmost capacity with day and night shifts, the daily output now being twenty-five rifles. This is due to the large demands made recently by the various Viceroys and Governors in the Yangtze Valley and along the maritime coast for weapons of precision, causing the factories in Nanking and Tientsin also to work at double time. Viceroys Chang, it is further stated, intends to double the facilities of his rifle factory shortly; the machinery has already been ordered from abroad.

It is stated in the *Universal Gazette* that the Generalissimo Jung Lu has ordered the Imperial gun foundry at Lukou Bridge, Western suburbs of Peking, to cast eighty quick-firing field pieces for the Husheng Army Corps under his own command, which will raise the number of field guns attached to this Corps alone to nearly 200 pieces. Large consignments of new pattern field and mountain guns have already been contracted for abroad for the other Army Corps now quartered in the vicinity of the capital and at the Southern Hunting Park, and they are expected to arrive at their destination before the closing of the Peiho to navigation.

THE *Straits Times* of the 26th June says:—The German cruiser *Seydlitz*, 2,323 tons, Captain Stubenrauch, arrived yesterday morning from Amoy and exchanged salutes with the port. She carries 36 guns, is of 8,000 horsepower, and has a crew of 625. She is expected to leave for Colombo on Monday next. The *Kaiser* has had a large amount of money spent on her during stay in Chinese waters, but it is stated that the recent performances of her engines have been anything but satisfactory. Rumour has it that she will have to be towed to Europe. From an architectural point of view the *Kaiser* is certainly the ugliest specimen of the modern warship that has passed through Singapore.

A MEETING of the Sanitary Board will be held on Thursday, 7th July, at 4.15 p.m. Order of the day:—1. Agenda. 2. Appointment of Mr. Drury as Sanitary Surveyor. 3. Application for licences to keep swine. 4. Application for exemption from covering yard surfaces and servants' quarters with 6" concrete, they already having a cement rendering. 5. Report of a Sub-Committee of the Board on the lighting of the Central Market. 6. Application for permission to erect a water clock at the Diocesan School on Bonham Road. 7. Further report on the progress of the epidemic of Bubonic Plague at Tainan, Formosa, for the periods May 30 to June 5, and June 6 to 12, 1899. 8. Further report on the progress of Bubonic Plague at Amoy. 9. Further report on the progress of Bubonic Plague at Penang for the period June 2 to 17, 1899. 10. Mortality Returns from Macao for the weeks ended 11th, 18th, and 25th June, 1899. 11. Mortality Statistics for this Colony for the weeks ended 24th June and 1st July, 1899.

In concluding an article on Lord Charles Beresford's report on his mission to China the *Times of India* says:—"Great Britain, the United States, and Germany, have amongst them made a muddle of the affairs of the tiny islands of Samoa; we cannot conceive that they would be more successful if they turned their united attention to the most populous country in the world. A condemnation of the kind suggested is never successful. The dual control in Egypt would certainly have brought England and France to blows, sooner or later, had it not been summarily terminated, and it is equally certain that it would never have developed the resources of Egypt as the untrammelled control of Lord Cromer has done. And what of France and Russia? Would they be content to see in Quadruple Alliance reviving China for the sole purpose of excluding their sinister influence? Obviously not. Lord Charles Beresford has given the British public a good deal of enlightenment upon the Chinese question, but he has brought us no nearer to its solution."

Mr. Pelham Warren takes over charge of the British Consulate General to-morrow morning, July 10th, from Mr. Byron Brennan C.M.G., who proceeds home with Mrs. Brennan in the Empress boat leaving tomorrow afternoon. It is not too much to say that no incumbent of the post for a great many years has given such general and deserved satisfaction as Mr. Brennan has succeeded in doing and Singapore is under a deep debt of gratitude to him for the successful attainment of his long desired extension, which he was very largely instrumental in bringing about. It is certainly unfortunate that British interests in China should be deprived of the services of their most experienced and able official representative at such a grave juncture, when every day brings up some new question requiring prompt knowledge and skill to handle, but we suppose it cannot be helped for we cannot overwork the few good Consuls we have, and besides Mr. Pelham Warren, the Government has never had a better man in any official position to take the reins of the British Consulate General in Shanghai.

Mr. GEORGE SKINNER, of the Tax Collectors' Department, has been appointed to the superintendency of the New Market Drill Hall at Shanghai. We are very glad to see that the Council does not always forget to employ men when any new job is created. Mr. Skinner has served the community faithfully and efficiently for over 35 years in the Police and Tax Department and deserves a rest.

If a story told by the *National Review* be true, elaborate measures are taken to mislead the *Congress*. He is said to have recently shown to an Ambassador an article in the *Novos Vremya*, by which he had been much impressed. A little later when the Ambassador turned up his own copy of the paper he failed to discover the article. A few copies had been struck off for His Majesty's special benefit!

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
H.E. Major-General Gascoyne, \$3;
Wei Sun Shek, 35;
Wing Kie & Co., 25;
E. Bowler & Co., 25;
Wm. Lysaght and Son, 20;
J. B. Gook, 15;
Francisco Tse Yai, 10;
N. Mody & Co., 10;
J. W. Kinghorn, 10;
E. F. X. dos Santos Remedios, 10.

THE thirty-first general meeting of the members of the St. Patrick's Club was held on Sunday last. The Rev. P. De Maria, president of the Club, presented the prizes for the last billiard handicap. Sgt. Sullivan, R.A., 1st prize; Spr. Harold, R.E., 2nd; and Sgt. Hennessy, R.W.F., 3rd. The Members of the Club, with rare consideration, gave Sgt. Sullivan a portmanteau, as he is shortly leaving the colony. In responding, the popular sergeant expressed great regret at having to leave such genial companions as he had always found the members of St. Patrick's Club to be. After the prizes had been distributed members spent a most pleasant evening in social intercourse.

THE further hearing of the charge against Edwin Ryder, the Coxswain on board the *Submarine Mining Steamer Solent*, was gone into this afternoon at the Magistracy, before His Worship Mr. Compertz.

It will be remembered that the original charge preferred against the defendant was the larceny of certain government utensils and five hundred weight of coal. His Worship then discharged the prisoner on the charge of stealing the utensils, but as he thought a case had been established that some coals had been taken, he ordered the charge to be altered to taking the coals; one lot on June 24th, and the remainder on previous Saturdays. The new charge was therefore, gone into this afternoon. Det. Sergt. Slim, who had arrested defendant, was the first witness called, and said:—Owing to information given to me, I went down to Praya East at 3.30 p.m. (together with Det. Sergt. Collett. The *Solent* was not visible. "We stopped till past 5 p.m. We did not see anything suspicious."
Li Kow was then called, and his evidence and the cross-examination on the previous day were read over after which, in answer to a question from His Worship, witness said the two bags of coal together weighed from 130 to 140 pounds, but he did not know their value.

By Mr. Hastings:—The first time I took coal was on June 20th. On the 24th of the same month I left the ship with the coal at 4 o'clock, there was another man with me, we carried the coal on our shoulders. The *Solent* was opposite the Blue Buildings, we got ashore by means of a dinghy. Chau Kuen-su and I rowed the boat; we were alone in the boat on arrival at the Praya, we walked up by the stone wharf and walked along the Praya towards Jardine's Hong.

We left the boat tied up at the stone wharf. We turned up the Morning Hill Road from the Praya, arriving at defendant's house at 4.30 p.m. We saw his wife and a house-boy. On a previous occasion I had taken coals in the bags produced. We left the bags in defendant's kitchen.

By His Worship:—The stone wharf is not opposite the Blue Buildings, where we landed was just opposite the place where they boil the opium. Defendant told us to row to the stone wharf. I took the coal to the same wharf on the previous occasions.

Chau Yuen-su, after having his previous evidence and cross-examination read over, said that the two bags weighed 150 lbs; he did not know the price.

By Mr. Hastings:—The *Solent* was lying just opposite the Blue Buildings, after 4 p.m. we landed at Barrington, close to where they boil the opium. He did not see soldiers' kitchens at the defendant's house. The last lot of coals were carried in the same two bags as were used on previous occasions. Defendant left the *Solent* at noon that day; he was at the house when he arrived with the coals. The *Solent* was tied up to the engine. Par at noon they later went steamed to their buoy. I do not know if the European engineer was on board. The coals were placed on the deck. Defendant told me to take the coals when he was going ashore, at about 11 o'clock, after leaving the ship we came straight back the *Solent* was still opposite the Blue Buildings.

Sgt. Jackson R.E. said the coal was valued at 19s. 5d. per ton, delivered in Hongkong. D.S. Slim recalled said that *Solent* had been at her moorings he would have been sure to have seen her. He walked up and down the Praya and did not see last witness. He had kept a good watch.

By Lt. Russell, K.E.:—He knew the *Solent*, she was black painted, had two masts and had a red ball on her bows.

Case adjourned till 2.15 Friday afternoon.

THE PINJOM MINING COMPANY, LIMITED.

The Acting Secretary of the Pinjom Mining Company, Limited, advises that the Pinjom has been found to contain a large quantity of gold from the mines, giving the result of the June clean-up:—
The Mill ran 28 days, crushing 3,000 tons, yielding 100 ounces of melted gold.
Concentrates produced, 1 tons. Cyanide plant, yielding 775 slabs.

THE PLAGUE.

Cases reported at Amoy.

Do. do. do. during past 24 hours.

Total.

Cases reported at Amoy.

Do. do. do. during past 24 hours.

Total.

Cases reported at Amoy.

Do. do. do. during past 24 hours.

Total.

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Do. do. do. during past 24 hours.

Total.

Cases reported at Amoy.

Do. do. do. during past 24 hours.

Total.

SUPREME COURT.

The Un Loong Murder Case.
The Murderer of the Governor's Messenger Sentenced to be Hanged.

BEFORE HIS HONOUR V. NEIGH GOODMAN (ACTING CHIEF JUSTICE) AND MR. JUSTICE WISE (JUDGE).

At a special sitting of the Criminal Session this morning, The Hon. Mr. Justice Goodmann, Mr. Justice Wise, and Mr. Justice Macdonald, sitting in the Court of Criminal Justice, sentenced to be hanged the murderer of Tung Cheung at Un Loong, on the 17th of April, 1899, came up for sentence.

It will be remembered that the prisoner was accused of murdering Cheung Tung whilst he was engaged in posting the Governor's proclamation concerning the taking over of the new territory on the 12th of April. The trial of these prisoners has occupied the attention of the magistracy considerably, and it has occupied a deal of time at the Supreme Court, and according to the evidence, we think a just sentence has been passed.

Mr. Slade submitted several objections to judgment being passed upon prisoners; but this morning, after a postponement of sentence being passed on Monday for consideration of his objections, he said, in addressing the Bench:—My Lord, Since Monday last I have been considering my objection as to whether this Court had jurisdiction over the new territory on the 17th of April. I have had an opportunity of looking carefully into the question, and I have come to the conclusion that your Honour's decision was right on that point, and I do not think I need say any more about it, only this, that one ought to do all he can for his clients. On the whole, I hope His Lordship will agree that it is Counsel's place to press on the jury all points possible for the acquittal of those he defends. I now ask leave to withdraw the application I placed in the hands of the Court.

His Lordship replied to Mr. Slade's request as follows:—As the request of the learned counsel for the prisoners, tested by the question for further consideration whether on the 17th of April, 1899, the English Law of murder was in force in that part of the Colony known as the new territory, for reasons I stated at the time, I had myself no doubt that such law was then in force; but in view of the serious nature of the charge and desiring to give the prisoners the opportunity of wishing of more closely examining the authorities, I thought that no harm could result from their argument upon the subject.

Mr. Slade has now had an opportunity of further considering the matter and has submitted that he no longer desires to dispute the position that took at the trial in ruling that the English law of murder was in force on the 17th of April at Un Loong, a position in which Mr. Justice Wise concurs. As the prisoner's counsel no longer

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU J. B. Murray	Kobe and YOKOHAMA	TO-MORROW, 6th July, at Noon.
MAKURI MARU M. Nishimura	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, CHEFOO, CHE, MULPO and NAGASAKI	TO-MORROW, 6th July, at Noon.
YAMAGUCHI MARU R. Nunome	Kobe and YOKOHAMA	TO-MORROW, 6th July, at 4 P.M.
INABA MARU W. Bainbridge	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 11th July, at 4 P.M.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 13th July, at Noon.
KAMAKURA MARU N. Trenni	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 27th July, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 5th July, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN and GENOA.
(DIRECT WITHOUT TRANSIT.)
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO.
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*RAFFAELLE RUBATTINO Saporiti 8th July.
*DOMENICO BALDUINO Cuneo 5th August.
*SINGAPORE Pizzarello 2nd September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.
For further Particulars as to Freight, Passage, &c., apply to—

CARLOWITZ & CO.,
Agents.

731a]

SETTING UP OF DISTILLERIES
Rice - Corn - Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories - Preserves Factories
Laboratories of Druggists - Essences Factories
STEAM KITCHENS
EGROT & GRANGE, rue Mathis, PARIS
Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agent for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

DISINFECT WITH SANITAS
FLUID, POWDER, SOAPS &C.
OF ALL CHEMISTS AND STORES.
Valuable Book
"HOW TO DISINFECT"
free on application
The SANITAS Co. Ltd.
10, BETHNAL GREEN, LONDON, E.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO. LTD.
DUNLOP TYRES, BICYCLES—Price, \$160.
Special reliable Watch made for this Climate.
Quality, Accuracy, and Reliability.
Quality, Accuracy, and Reliability.
Quality, Accuracy, and Reliability.

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
31 & 33, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA,
and
30, DIVISION STREET, KOBE.
Hongkong, 19th March, 1899.

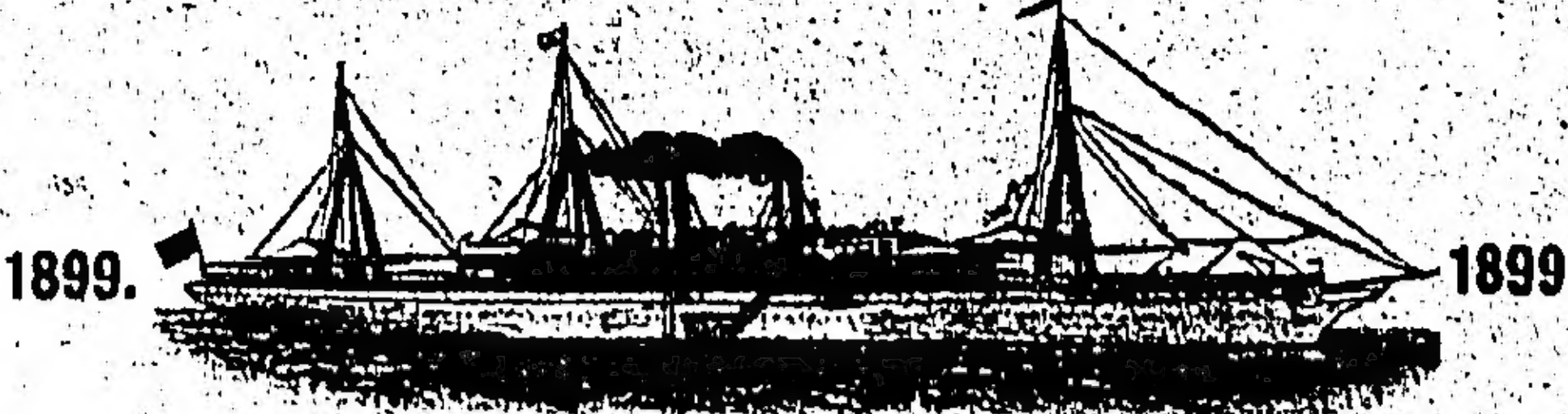
FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO. LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store, there, at HONGKONG RATES.
H. RUTTONJEE,
Elgin Street, Kowloon.
Hongkong, 3rd May, 1899.

NOTICE

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
GRAND C. TOBE, American bark, J. E. Smith, By Order.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1899. SAFETY. SPEED. PUNCTUALITY. 1899.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug., 1899.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 27th June, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 3rd Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 29th Aug., at Noon.

THE Steamship

"HONGKONG MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also, the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th June, 1899.

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from Entrance Hall to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM, Proprietor & Manager.

Hongkong, 19th April, 1899.

Notice of Firm.

NOTICE

WE have this Day authorized Mr. CARL CHRISTIAN HERMANN SCHROTER and Mr. PAUL FRIEDRICH HERMANN WESTEN to sign our FIRM per Procuration.

HERMANN & CO.

Hongkong, 19th July, 1899.

Mails.

NORDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
D. RICKMERS	NEW YORK via SUEZ CANAL	About 6th July.
*SARNIA	HAVRE and HAMBURG.	About 9th July.
E. RICKMERS	(LONDON with transhipment in HAMBURG)	About 31st July.
H. Jacobs	HAVRE and HAMBURG.	About 6th August.
*SILESIA	(LONDON with transhipment in HAMBURG)	About 6th August.
Behrens	(LONDON with transhipment in HAMBURG)	About 6th August.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to

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CARLOWITZ & Co.,
Agents.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.
VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King ... 3,379 ... about ... July 12
Carnarvonshire ... 2,929 ... about ... July 20
Carlisle City ... 3,002 ... about ... Aug. 15
Thyris ... 3,406 ... about ... Sept. 19

THE Steamship

"BELGIAN KING."

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 12th instant.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 4th July, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 18th July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th Aug., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 7th Sept., at Noon.

THE U. S. Mail Steamship

"CHINA."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th July, 1899.

HAMBURG-AMERIKA
LINE.

(East Asiatic Service.)



(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

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J. S. VAN BUREN, Agent.

Hongkong, 19th July, 1899.

Hongkong, 21st June, 1899.

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Occidental and Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

ANOTHER DREDGER FOR
TA-LIEN-WAN.

Messrs. William Simons and Co., Limited, works at Renfrew, the second of two powerful dredging vessels which they have constructed to undertake extensive dredging operations in connection with the improvement of Port Arthur and Ta-lien-wan. The vessel has been built under the direction of Mr. Tolstyki, Inspecting Engineer, assisted by Mr. Johnson. The dredger in addition to being provided with a chain of buckets for discharging into barges alongside, is fitted with a sand suction pump, also a mud-discharging pump, to which is attached fully 2,000 ft. of shore discharging pipes, carried on floating pontoons having flexible joints. The vessel is capable of dredging and discharging 1,000 tons of soil per hour, and of working to a depth of 40 ft. below the water level. Two pairs of compound surface condensing engines are fitted for propelling the vessel at a speed of seven knots per hour. It is constructed in accordance with the rules of Bureau Veritas for the highest class for a vessel of this type. Electric light installation is provided for working day and night. A repeating crane is also fitted on board, with turning lath, drilling and planing machine, &c. As the vessel left the ways she was named *Uroni* by Mrs. Tolstyki.

DUPE OF DESIGNING WOMAN.

LORD BYRON BECOMES BANKRUPT.

Lord Byron, collateral descendant of the poet, is appearing in the bankruptcy court under sensational circumstances. In the space of twelve months he has been victimized in an incredible manner by Mrs. Kingscote, daughter of Sir Henry Drummond-Wolff, British minister at Madrid. She first wrote him at Malvern that although he did not know her she had met him at several country house parties and asked him for a loan of \$10,000, as she was in sore trouble. He replied that he could not receive her until he returned to London. She, however, went to Malvern, and in two days had got him to sell out \$25,000 worth of securities to raise \$10,000 for her, in the space of a few months she extracted from him some \$200,000 more on various and as now alleged, false representations, as to her financial position.

Byron, who is 35, is extremely simple and impressionable, while Mrs. Kingscote, though not now handsome, is still attractive, and is reputed to possess a most plausible tongue. Her influence over him became supreme. Two years ago, a sensation was created in society by Lord Byron, the millionaire head of an ale firm, repudiating a check signed by him for \$100,000. It was payable to Mrs. Kingscote, who protested the signature was genuine, and this the drawer subsequently admitted. Thus, to the public knowledge, this woman within two years has obtained \$300,000 from two men, but it is said she has lost the whole amount betting.

She has been summoned in the Byron bankruptcy proceedings to testify, and if she appears it is expected an extraordinary story of male credulity and female ingenuity will be revealed. Lord Byron's family is trying to save him from being bankrupt, as that would disqualify him from sitting in the House of Lords.—*Tacolu Ledger*.

THE MURONIO PLAGUE.

PARIS, May 20th.—The *New York Herald* (Paris Edition) publishes the following interesting telegram from Hongkong: "Dr. Harligan, the leading practitioner of Hongkong, who had experience as a member of the Sanitary Board during the great epidemic in 1894 and in subsequent outbreaks, disbelieves that Plague can be seasonable over long distances. But virulent Plague in Egypt would, he thinks, be a menace to the filthy places of Europe. In Eastern epidemics Europeans are attacked only in isolated cases, without the disease spreading in their houses. He consequently regards Plague as infinitely less infectious than typhus or small-pox."

"Dr. James Lawson, the great Plague authority, who had experience during the Hongkong and Bombay epidemics, is reticent because he is a Government servant; but he regards the Plague in an epidemic form in Egypt as dangerous to Europe unless drastic measures be adopted. 'Plague,' he says, 'is essentially a filth disease, and spreads rapidly where the conditions are favorable, as at Constantinople, Genoa, Naples, and Marseilles. These places contain filth spots worse than in Hongkong Chinatown, where hundreds of victims died per diem in 1894. European Authorities should insist on strict measures to prevent the introduction of Plague. Whenever there is an infected area within six days of Europe quarantine must be adopted. They should insist with the utmost thoroughness on cleaning out any infected spot in Egypt, spend any amount of money to destroy it, and establish a cordon to prevent any exodus. There is not so much danger by the leading passenger lines from Egypt to Brindisi or Marseilles as via Constantinople and ports communicating with Northern Africa. Unless the Plague is rooted out of Egypt it may cost millions of money and many lives to Europe. The question has an international aspect. Hitherto the difficulty was to get local Governments to stand the financial strain. The Egyptian or British Government is unprepared to spend largely in order to eradicate the disease. Egypt's position in relation to Europe, however, compels an international consideration of the question, and if so then the necessary international fund should be created. There is little danger from first-class passengers, but the Authorities should insist on a thorough disinfection of the clothing of poor passengers before their departure from Egypt. Clothing is regarded as the principal factor in carrying the disease. In Hongkong the American mail-lines pursued for years that policy in regard to Chinese passengers."

"Since March 4th there have been 498 cases of Plague in Hongkong, and 430 deaths. On Friday there were 30 cases. There is a steady and excitement here, though the weekly average of deaths is now over sixty. Whereas there was an enormous exodus of natives in 1894, business is being conducted normally at present."

THE NORTH GERMAN LLOYD CO.

The Hamburg correspondent of the *London and China Express* writes:—At an extraordinary general meeting of the shareholders of the North German Lloyd Company, a proposal to raise the capital from 20,000,000 to 25,000,000 was adopted. Herr Plagge, the president of the Board of Administration, said that the excess of receipts over expenditure showed an increase of 200,000,000 of marks in the last year. He also stated that the company had received 1,000,000 marks from the Government for the purpose of maintaining the fleet.

At the same time the company had received 1,000,000 marks from the Government for the purpose of maintaining the fleet.

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THE OPIUM CROP.

GREAT RISE IN PRICE.

Yesterday, says the *Strait Times* of the 26th June, it was telegraphed from India that the Government has fixed the monthly quantity of opium to be sold for next year (1900) at 2,000 chests Benares and 1,700 chests Patna, all 4,400 chests for the year. It seems that the market had expected an announcement of about 48,000 chests; and consequently, there was a sharp rise of about \$50 a chest. The quantities sold by the Indian Government of late have been: for 1897 and for 1898, 37,000 chests, respectively, and for 1899, 48,000 chests. It is understood that China is how short of her usual stock of Indian opium. Of the latter the Straits receive about 1,000 chests a month, partly for use and partly for transshipment.

THE P. & O. COMPANY.

The report of the Peninsular and Oriental Steam Navigation Company for the half-year ended March 31st states that the *China* arrived at Belfast in March, after a successful voyage from Penin under her own steam, and is now undergoing repairs which will restore her to the condition of a new vessel. On behalf of the company, the board recently petitioned the Queen in Council for the grant of a supplemental charter, whereby the borrowing powers of the company might be increased to the extent of one million sterling by the issue of terminable debentures or debenture stock. This petition has been accepted. In the report of December last, the directors were enabled to state that the revenue showed signs of improvement in the freight department owing to the satisfactory crops and the larger export from India. This expectation has been generally fulfilled, and notwithstanding the fact that the Australian trade has remained in a backward state, the company's freight revenue had been maintained at a satisfactory point and exhibits a fair increase over the figures of the corresponding period of last year. The passenger receipts also show a tendency to expansion over and about the considerable increases obtained during the last two years. On the other hand, the additional cost of coal freight during the current year will seriously swell the expenditure side of the account. The directors estimate that the cost bill for current year may be upwards of £100,000 higher than it was in the year 1897-98. The directors have much pleasure in recommending the usual interim dividend at the rate of 5 per cent. per annum on the Preferred, and 7 per cent. per annum on the Deferred stock, payable on June 30th.

CRUSADE AGAINST CORSETS.

A Cleveland (Ohio) dispatch to the *Tacoma Ledger*, which which will interest our lady readers, gives the gist of a very interesting discussion upon the evils of "tight-lacing," its deleterious effects upon the constitution and the folly and uselessness of it being not one whit less than the foolish and cruel practice of binding the feet of Chinese children. The message, which is dated 1st May, reads as follows:—

The corset was thoroughly discussed from all its phases this afternoon at the meeting of the International Woman's Health Protective League, the convention of which is being held in this city this week. Miss E. Marguerite Lindley of New York city, chairman of physical economies of the league, delivered an address on physical "economics." She devoted much of her paper to an attack on the corset.

"Corsets," said she, "are responsible for many of the ills of womankind. We look with horror and with pity upon the Chinese women, who allow their feet to be banded that they may be small, which result is accomplished only too well. But what cripples they make of the women! It is not one whit more foolish than wearing corsets. I do not wear corsets, and to that I believe I owe the good health which I have."

"I am heartily in sympathy with the movement on foot in Germany, which prohibits school girls from wearing corsets. It is a step in the right direction. I have for years advocated doing away with them. Nature never intended that women, especially a growing girl, should wear them."

A number of other women of the league expressed themselves as being opposed, and strongly so, to the wearing of corsets.

Mrs. Oliver Ford Ames, the national secretary of the league, denounced corsets, remarking:—

"I have never worn corsets and never shall. I wish that instructors in health culture would impress upon their pupils the danger of the corset. The matter should be carried into the schools."

Mrs. W. G. Rose, the president of the local association, said: "I do not wear corsets. They are to be condemned. Mothers make a grievous mistake in either forcing them upon their daughters or allowing them to wear them. They are not conducive to health."

"It is a crying shame," said Miss L. E. Harvey of Dayton, "that girls budding into womanhood should be allowed to wear corsets. They tend to destroy the natural grace of the young woman who is addicted to their use. It is usually terminating in a deformity to the person wearing them."

Mrs. W. R. Pearson said: "I did not approve of wearing corsets and neither do I wear them myself. Their use may be said to be almost criminal, inasmuch as they affect the health of the person wearing them. I suggest that a movement be started whereby all instructors of calisthenics in the public and private schools be instructed to advocate the abolition of the corsets and to also point out their harmfulness."

TO BE LET.

ROOMS with or without BOARD, in CRISTAL POSITION. Summer Rates.

H. H. of this Office.

Hongkong, 17th May, 1899. [664]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the Imperial Bank of China).

Apply to

Comptroller of the

E. C. HOCHAPPEL.

Hongkong, 23rd March, 1899. [392]

TO LET.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection) is largely occupied by the Hon. Mr. Justice G. S. MILLER.

GROUND FLOOR: 21, PRINCE STREET.

OR 23A, PRINCE STREET, No. 10, PRINCE STREET.

Apply to

Mr. J. M. CHURCH, CENTRAL.

HONGKONG.

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Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1899. [18]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLOS."

Captain Dickens will be despatched TO MORROW, the 6th instant.

For Freight apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 5th July, 1899. [182a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain Taylor will be despatched for the above port, on FRIDAY, the 7th instant, at 10 A.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage apply to

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 3rd July, 1899. [866a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"AFRIDI."

will be despatched for the above port on or the 7th July.

STEAMERS. About End July.

"BRAEMAR" Early Aug.

"SIKH" Middle Aug.

"JAGULL" At Intervals of 2 weeks.

"JOHN SANDERSON" At Intervals of 2 weeks.

"AFGANISTAN" At Intervals of 2 weeks.

For Freight, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 26th July, 1899. [676a]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENLOCHY."

Captain McGregor will be despatched as above on FRIDAY, the 7th July.

For Freight or Passage apply to

MCGREGOR BROS. & GOW.

Agents.

Hongkong, 20th June, 1899. [814a]

THE OSAKA SHOSHEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata will be despatched for the above ports, on SUNDAY, the 9th instant, at Daylight.

For Freight or Passage apply to

MITSUBI BUSSAN KAISHA.

Agents.

Hongkong, 3rd July, 1899. [864a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, MASSANA, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"SILESIA."

Captain R. Mayer will be despatched as above on MONDAY, the 10th instant, P.M.

For Freight or Passage apply to

SANDER WIELER & Co.

Agents.

Hongkong, 1st July, 1899. [863a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS."

Captain Thompson will be despatched as above on MONDAY, the 10th instant.

For Freight, apply to

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 4th July, 1899. [862a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Todd will be despatched as above on TUESDAY, the 11th instant, at Noon.

For Freight or Passage apply to

JARDINE, MATHESON & Co.

General Managers.

Hongkong, 4th July, 1899. [874a]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAPURA."

Captain A. Norfall will be despatched as above on or about the 15th July.

For Freight apply to

JARDINE, MATHESON & Co.

Agents.

Hongkong, 20th June, 1899. [868a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship

"VANCIEN."

will be despatched for the above port, on FRIDAY, the 10th July.

For Freight or Passage apply to

SHEWAN TOMES & Co.

General Managers.

Hongkong, 20th June, 1899. [868a]

Consignees.

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

FROM MIDDLESBRO' LONDON AND SINGAPORE.

THE Steamship

"MERIONETHSHIRE."

Captain D. Davies, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & Co.,

Agents.

Hongkong, 29th June, 1899. [850a]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRALEMA."

Having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained. Cargo remaining undelivered after the 6th July, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages or for shortages not later than the 13th July, otherwise they will not be recognised.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 29th June, 1899. [851a]

TOYO KISEN KAISHA.

NOTICE.

FROM YOKOHAMA, KOBE, NAGASAKI AND SHANGHAI.

CONSIGNEES OF CARGO per Steamship

